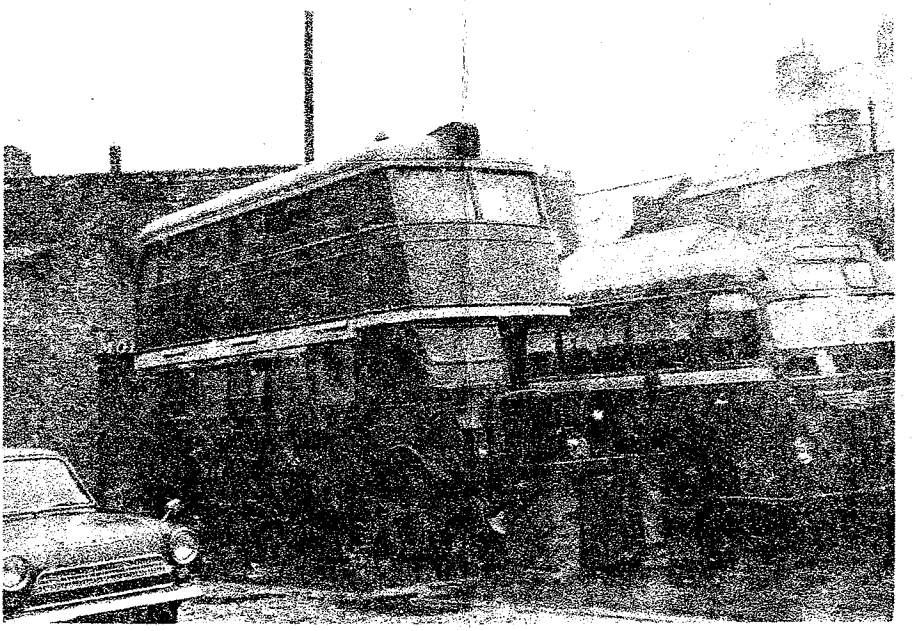
M&T NEWS



A pre-war Sheffield bus still in working condition. CWB 349, a Leyland TD with Craven body is in use as a mobile canteen at United's Newcastle bus station. (C. Dean

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M & T NEWS

Secretary : D.E.Vickers,144,Steade Road,Sheffield,S7 1DU
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April 1969 No.53

We are very sorry that this edition of M & T News is a few days later than usual - this was caused by a short-lived disruption of Society routine through some disagreement between a few Society members.Unfortunately the result of this is that two members - Mr.E.Wilson and Mr.S.W. Bloomfield have been discharged from the Society.Happily everything is now getting back to normal and plans are being made for another tour and a film evening - full details will appear next month.This has meant also that the extra page of photographs promised last month,has had to be postponed - we can assure you this has not been forgotten and will appear next month also.

SALES DEPARTMENT Within the next few days a new Sales Officer will be appointed,and future developments will be given in this column as usual.

LRB 750 Our little Bedford has been given a quick temporary coat of paint to keep off the rust,until the time that we can afford to have a full professional repaint.It seems to be generally agreed that her present livery (blue and red) is not the most ideal,and thus we can assure you this will be changed on the full repaint.

ROTHERHAM 37 A large roll of plastic sheeting has been obtained,with the kind help of our editor,Robert Banks, which will keep the rain off 37's paintwork.It is hoped that,funds permitting,a similar sheet will be bought for 231 in the very near future.

SHEFFIELD 216 I would like to take this opportunity to congratulate the owners of this vehicle - all Society members - on the large amount of work carried out on this vehicle in recent weeks - a vast improvment is immediately noticable.The future now looks very bright for 216,and we look forward to the day when she is running round the streets of Sheffield again in her original condition (The

first part of an artideon the preservation of this bus appears later in this issue.

MODEL TROLLEYBUSES As expected, following our advertisement in the April issue of 'Buses' a very large number of orders have been received for model trolleybuses. The need to produce these quickly has led to our discovering faster, yet neater ways of building these, and we are very pleased to see how satisfied our customers are - many having sent repeat orders.

SOCIETY MEMBERSHIP A further 8 new members have been enrolled this month, and 12 more have asked to take advantage of our 3 months free membership scheme - our grateful thanks go to Mrs.M.McCormack for her immense contribution in recruitment of new members.

and finally:

Aunt Gertrude's back this month, with a new contributor from London!

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT - One-man-operation on services 15,21,29,37,40,72,84,506 was introduced on 20th April, thus the 2-man OMO's lasted just a month. The Greenland one-man-operation i.e. on services 51,85,121, with some workings on 110,118 and 469 will commence on 11th. May this should be particularly interesting as the 51 is the first cross-city service to be converted.

Expected very shortly are the following Atlanteans (the first is to be certified on 8th. May): 'A' fleet 222-41, 'B' fleet 1117-34. All are to go to EB which will result in transfers between garages.

All of 1101-16 have now had their upper deck ceilings longitudinally divided with a white body strip. Atlanteans 893 and 921 have been running with notices 'DO NOT STOP THIS BUS' affixed to the dashboard! - this is a result of the continuing acute shortage of vehicles, much of the fleet being in a poor state of repair.

154 has had yet another front fitted which bears the red stripe. 167 is now running with no wheel hubs and 901 has a new radiator cover. 463 is now back at EB apparently after being loaned to G1.

The Inner Circle route is to be extended. From Norfolk

Bridge it will run via Attercliffe Road,Staniforth Road, Woodbourn Road,Wybourn,Manor Park,Manor Lane,Norfolk Park Estate,Arbourthorne Estate,Gleadless Road,Carfield Road, Rushdale Road,Valley Road and Chesterfield Road to rejoin the present route at London Road/Broadfield Route.It will take 90 minutes instead of the present 60 minutes and an extra vehicle will be needed in each direction.

Red wheels : 143/7/50/1/7/89,1394
Undercoat : 163,340,1007/356/400,3163
Repaint : 947 - BLUE wheels
OMO converts : 1007,1356
Dec.u.w. : 1109,1394
OBSERVATIONS YTC 696 on 70,1109 on 82,876 on 2 all 14/3/69 852 on 151,1294 on 33 both 19/3/69,525 on 3 20/3/69,266 on 60,836 on 63,1738 on 33,1116 on 97 all 21/3/69,799 on 69, 800 on 69,3152 on 20 all 22/3/69,26 on 112 24/3/69,342 on 95,1402 on 60,1029 on 92 all 26/3/69,203 on 54 27/3/69, 495 on 97 28/3/69,440 on 81 29/3/69,YTC 602 on 70,151 on 3,864/8 on 103 all 1/4/69,3074 on 88 2/4/69,829 on 8,270 on 11 both 3/4/69,342 on 72,522 on 194 both 8/4/69,3152 on 41 9/4/69,977 on 51 10/4/69,3079 on 9 11/4/69,155 on 51 12/4/69,3002 on 41 17/4/69.

Since the introduction of OMO no.1's normal morning allocation has been converted to one-man,but this bus seems now to have found itself a nitch on service 43 duplicating between Hemsworth and City in the morning rush-hour.It still has a 2-man allocation on svc.190 in the evening.

Withdrawls 840 on 27/3/69,845 on 30/3/69,846 on 1/4/69, 844,1259 both on 8/4/69

Recertified : 838 on 6/4/69,839 on 7/4/69

735 is now the tow wagon of a Goldthorpe scrap merchant. 721 has been replaced as Syke's(Blacker Hill) tow wagon by the following Newcastle buses- LVK 120,MBB 285/92.

R.Banks,D.E.Vickers,J.E.Harrison,P.M.Angell,E.Wilson, P.Beardsley,A.Eaton.

The following news was sent in by E.Wilson,P.Beardsley and A.Eaton unless otherwise shown:

CHESTERFIELD 234 and 304 are now in the new livery

BRADFORD Several vehicles have recently been relicenced. These include 86,401/4/13.This has meant the return of RT's to the streets of Bradford.

DONCASTER 126/7/9/30 all went to C.Meynell,Cudworth,and all,except 129 had been cut up by 30/3/69.129 was converted to a towing vehicle. 151,the vehicle which recently overturned,has been withdrawn.

HALIFAX Further new vehicles are:- /B45F
112-4 KCP 422-4G Daimler SRG6LX/33 62932-4 Willowbrook

HUDDERSFIELD New are:-
123-8 RCX 123-8G Daimler CRG6LX 63220-5 Roe H75F
The six Fleetlines ordered by the Joint Committee will also have Roe H75F bodies.

MIDLAND GENERAL The first withdrawn Lodekkas,434/5 were in a scrapyard at Spondon on 7/4/69.

NOTTS & DERBY Now withdrawn are 412-4

YORKSHIRE TRACTION (also P.M.Angell)
The Devon General buses are 747-50 RHE 447-50G
New are:- /C49F
225-7 RHE 225-7G Leyland PSU3A/4R 804966-8 Alexander
693/9/700 are still in regular service at Barnsley.713 was noted in Sheffield on an excursion.

DONCASTER (cont'd) The new Tiger Cubs,46-55 UDT 446-55F entered service on 13/1/69 and the services to Bentley,Arksey and Woodlands were converted to OMO using the new Tiger Cubs. R.Banks

ROTHERHAM 164 is now in the new livery.The new livery is lower deck panels,upper deck windows and roof in blue with the rest of the bodywork cream.
J.E.Harrison.

BOURNEMOUTH New are:-
225-9 ORU 225-9G Leyland PDR1/1A 802619-21/38-40
Alexander H74F

NORTH WESTERN New are:-
310-4 NJH 310-4G Leyland PSU3A/4R 804250/1/381-3
Alexander C49F
952 was noted on an excursion at the bottom of the Moor on 1/4/69 P.M.Angell R.Banks

INDEPENDENTS SECTION

Bradway Coaches have ceased operations and all vehicles have been disposed of.

Two new operators have started in the Sheffield area and are as follows:-
J.McLellan(t/a Shalesmoor Coaches),328,Sharrow Lane,S.11
R. and S.Moore (t/a Tower Radio Taxis),16,Edge Hill Rd.S.7.

ANDERSON,Sheffield		YWA 444G	Bedford VAM70	465654
Plaxton	C45F	New 2/69		
		4444 WA	Bedford SB3	87273
Duple	C41F	Withdrawn 2/69		
BADDELEY,Holmfirth	99	XWW 757G	Leyland PSU3/3R	801425
Plaxton Elite	C49F	New 1/69		
	100	GCU 574	Bedford SB5	89489
Plaxton	C41F	Ex.Miller,Calderbank 1/69		
	51	FUH 331	Bedford SB	7121
Duple	C33F	Sold 1/69		
	95	BNW 635C	Ford 676E	L80D439347
Duple	C51F	Sold 11/68		
	96	CUM 494C	Bedford VAL14	1439
Weymann	C52F	Sold 11/68		
	60	XWY 725	Bedford SB3	70735
Burlingham	C41F	To Horseshoe,Kempston 2/69		
	81	BWY 709B	Bedford VAL14	1438
Duple	C52F	Sold 2/69		
CHUMBLEY,Brimington		MWE 199D	Bedford VAM5	6832499
Duple	C45F	Ex.Gill,Sheffield 12/68		
		580 CNN	Bedford SB1	71059
Duple	C41F	To Excelsior,Dinnington 12/68		
ENNIFER,Doncaster		KDT 393	AEC Regent III MX	9613A5644
Roe	H56R	To Scorons,Bulwell 12/68		
FURNESS,High Green		BNW 637C	Bedford VAL14	1647
Plaxton	C52F	Ex.Wallace Arnold,Leeds 11/68		
		SLP 796	AEC Reliance	MU3RV901
Duple	C40C	Sold 11/68		
GILL,Sheffield		CRC 518	Leyland PSU1	15512768
Leyland	C41C	Sold 1/69		
		HWJ 719C	Bedford VAL14	1869
Plaxton	C52F	To Barlow,Clay Cross 2/69		
HULLEY,Baslow		OBK 310	Bedford SBG	50280
Duple	C41F	Ex.Shaw,Haxey 1/69 (a)		
LAW,Sheffield		4092 WJ	Karrier	98A4264
Plaxton	C14F	Ex.Sheffield Regional H.M.C. 1/69		
		5402 WA	Ford 570E	510563395
Plaxton	C41F	To James,Tamworth 8/68		
		5403 WA	Ford 570E	510563363
Plaxton	C41F	To I. and E.Contracts,Kearsley 1/69		
LITTLEWOOD,Sheffield		YWA 168G	AEC Reliance	6U32R6629
Plaxton	C51F	New 3/69		
		2348 WA	Bedford SB3	87180
Plaxton	C41F	To Tours,Douglas(reregd.5555 MN) 3/66		

		KWB 512D	Bedford VAM5	1049
Plaxton	C45F	Sold 12/68		
MARTIN,Sheffield		LAY 683E	Bedford VAM14	6859745
Duple	C45F	Ex.Mellor,Littlethorpe 3/69		
McLELLAN,Sheffield		NMB 304D	Bedford VAL14	6820345
Plaxton	C52F	Ex.Hardy,Watford 2/69		
MOORE,Sheffield		JNE 353F	Ford Transit	BC05GH17776
Williams	-12-	Ex.Tindall,Low Fell 3/69		
MOSLEY,Barugh		FWT 322C	Bedford SB5	96233
Plaxton	C41F	To Marshall,Bailleston 2/69		
ROSSIE,Rossington		GYG 205	Daimler CVD6	16498
Willowbrook	B35F	Sold 12/68		
SHARPE,Beighton		HBE 510	Bristol LWL6B	85.006
E.C.W.	FC35F	To Smaller,Burton 1/69		
SIMS,Sheffield		BWE 755B	Bedford VAL14	1426
Duple	C52F	Sold 2/69		
WIGMORE,Dinnington		HWU 402C	Bedford VAL14	1858
Willowbrook	B56F	To Lindrick,Langold 1/69		
WILSON,Stainforth		HBE 260	A.E.C.	LRC100
Saunders	B39R	Sold 2/69		
		FWT 444C	Bedford VAL14	1571
Duple	C52F	Sold 2/69		
		FWU 222C	Bedford VAL14	1553
Duple	C52F	Sold 2/69		

(a) - Note corrected acquistion.

TRAM NEWS - D.Tummon

BLACKPOOL Reports state that 10 to 12 trams are to be cannibalised for spares over the next few years,but also that there will be some more rebuilds.

RYDE PIER A move has been made to preserve one of the trams.

CRICH Gateshead no.52 is to be restored to its original condition as Gateshead no.7. A new addition to the running fleet this year will be Leeds 'Horsfield' 180. For those who may wonder the strange car standing near the permanent way store is Glasgow Works Car no.W21,which formerly was used as the bookshop.

NOTE FROM THE EDITOR A flood of last minute news has arrived and I would like to send my thanks to all who sent it in especially to one of our new members.

My Easter holiday was spent around Northumberland

and Durham which has meant that the next few weeks will be used in sorting out information concerning operators in this area.Already details of practically all vehicles owned by Venture,Consett and Trimdon M.S. are known together with fleet details of operators acquired by United A.S. and Northern General and all other independent operators in these two counties.This information may NOT be made into a publication but members wishing to look through the rough drafts may do so by calling BUT must let me know two days in advance,and must call after 6.30 p.m.

Robert Banks.

Many members have thought it fitting that we include a note on Mr.C.T.Humpidge,who retired this month after 8 years as General Manager of Sheffield Transport.Mr. Humpidge has not really left his mark on Sheffield to anything like the extent of many of the corporations he served previously,and will never be forgotten in Bradford for his work in building up their large,modern trolleybus fleet.However Mr.Humpidge will always be thought of as the enthusiasts' friend - his great interest and help in Crich museum is well-known,and he never failed to give his help to enthusiast bodies whenever he could,and we, ourselves have him to thank for stepping in more than once when problems arose.We are sure all our members would like to offer him their grateful thanks,and wish him a very long and happy retirement.

THE 216 SAGA
by Phillip Hanwell

As already mentioned 216 lacked its luggage racks,and so,early in January,it was decided to put this right(and just in time too as it turned out).Brains were racked to see if anybody knew of any similar bus in existence,and we were given three possibilities - ex.no.1167 with British Railways,ex.no.1181 with J.W.Sivil(Contractor) ex.no.97 with A.H.Craven(scrapmerchant).

The location of 1167 was traced by Mr.M.Staniland,an employee of British Rail,to a scrapyard in Penistone Road; but when the premises were visited the bus had already been broken up.The location of 97 was known,but the owner was not particularly friendly to three Society members who discovered the bus last Summer while searching for

Crossleys.Therefore it was decided to contact J.W.Sivil and see if 1181 would save us.We were informed that the bus still had its luggage racks and these could be made available to us,but we would have to be quick,as the bus was due to be sold later that week.

Despite frantic rushes for buses on routes 12/60/150 we were just too late.We were however,invited to look over 1181 before the scrap man came for it.The luggage racks were in excellent condition! Mr.Sivil very kindly let us have the name and address of the scrap man who had bought 1181,and an on-the-spot letter managed to just save us them.We arranged to pick them up using 231 on Saturday 25th.January,and so accordingly this was done.

However,not five minutes after setting off again for home 231 ran out of fuel on a corner just before a road junction! Frantic attempts to get her started failed, until one member got his bicycle out and cycled back to the scrapyard.We were very kindly given two gallons of diesel and we returned without further mishap.

Meanwhile the work on the exterior continues.The rust around the back of the offside windows has now been removed,and the spot repaired.Work is now in progress around the door,which seems to have rusted rather badly. This is not really surprising as the bus has not been repainted for eleven years.Thanks to all those whose continued support is much appreciated.

Thanks must also go to Mr.M.Staniland,for his news about 1167,Messers.J.W.Sivil for helping us with our problem of luggage racks,Mr.C.Carrington for letting us have the racks from 1181;Mr.K.Billingham for taking 231 to fetch the racks and Mr.Paul Fox for cycling to get some diesel and managing to balance with a heavy tin full of fuel on his handlebars;AND all the people who kindly gave us a push to get us going again!

After unloading the luggage racks at 216,they spent a week underneath the bus,being too long to go inside. However the following Saturday work began on them.The offside rack has now been stripped down practically to its natural state,while work has yet to begin on nearly all the nearside rack.The polished-wood fronts have been carefully removed,and numbered,for eventual rubbing-down and varnishing;whilst the lino on the base and tin sheets

underneath the base were easily removed because they were only held on by strong glue.

In preparation for fitting the racks, the roof panels are being removed. Most have become warped by the condensation which seems to accumulate on the roof - and in fact one member was soaked by water that had accumulated between the roof and roof panels; claiming that there must have been twenty years condensation up there. Fortunately the other panels only brought a shower of dust (twenty years of dust??) and reavealed wooden framing which was very solid.

We seem to have chosen the right time to remove the roof panels as the metal joints in the wooden framing are beginning to show slight signs of rusting. However the wire connecting the roof lights up appeared to be a fairly new piece since it was in excellent condition. The curved roof panels to the side of the bus are being rubbed down with emery cloth, as they must be in as good a state as possible before the whole roof is painted brilliant white.

It seems that the wooden strips above the windows that hide the channels for the wires to the lights, are not original, as they also cover up the channel for the luggage racks. Fortunately nearly all the panels that were on the same place on Regal 1181 have been purchased, and any that are needed will be cut up from the ones on 216.

At the same time as negotiations were going on for the luggage racks, negotiations were also going on for seats. At first it was suggested that the seats from the 1954 Weymann-bodied Regent III's would probably fit, and Mr. Humpidge kindly agreed to make these available to us at 12/6 per seat. However, after further investigations, measurings mutterings and seat-swoppings, it was found that these seats would only leave a gangway about three-four inches wide, and therefore it was decided to make further investigations amongst local independent operators to see if any better-fitting seats could be obtained.

Mr. Humpidge did, in fact, offer to sell us the seats out of one of the Trainer buses, but as these are in brown moquette, and are not in very good condition, we shall probably have to turn down the offer.

Due to recent inclement (to say the least) weather, the outside of 216 has had to take second priority, and it will probably be summer before work can begin on painting the outside. Having recently purcahsed a copy of the new book "Blackpool by Tram" I was very interested to read about

how their trams used to be repainted -

"The Philosophy of the Paint Shop in those days (1924/5) was directed towards producing a finish as immaculate as was humanly possible, regardless of the time involved in doing so...The painting routine began with a coat of ppimer applied to the body, followed by the stopping up of all screw holes and cracks....Four coats of "filling" were then applied, the recipe for this mixture being:- ground slate, white lead, gold size, linseed oil, grey colour and turpentine. Each coat was applied differently, first vertically, then horizontally, and when the final coat had been applied, it was covered with one coat of thin red tracing colour, a mixture of burnt sienna and turps. When this dried the whole surface of the tram had to be rubbed down by a gang of half a dozen 'rubbers', using pummice stone, soap and water, and plenty of elbow grease. The tracing colour was put on to enable Ted Hall, the paint shop forman to check that the entire surface had been properly rubbed down and that the car was smooth and ready for painting. If he found any of the tracing colour still visible, another full coat would be applied, and the rubbers would have to start the whole monotonous job again.

When the foreman was satisfied the body was given a coat of lead colour, two undercoats, and finally a coat of top colour. The last coat was flatted with fine pummice stone before the transfers and lining were added to the car, and it was shunted into the inner sanctum of the Paint Shop for two to three cpats of varnish."

Quite a thorough job! and definitely not one that is pursued with anything like the same keeness today. However if expenses do not rocket up, it is hoped to follow some, if not all of this pattern, when 216 is repainted. In this way it will more than make up for the lack of repaints that STD have given it in 21 years!

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S.T.D. BUS STOPS by J.R.Laming

It is surprising how few enthusiasts take any interest in the bus stops and bus shelters of their favourite, or local operator, but they can be a fascinating study in themselves therefore I will give a short account of Sheffield's many types of bus stops.

Sheffield's old style bus stops can still be seen in and around the city, and may be anything up to fifteen or

more years old,yet they are still giving good service.Some on the 18 route to Oughtibridge,have just been repainted, so seem to be staying for a while longer yet.These old style stops are made from cast iron about one inch thick, with the wording,and a border raised from this.There are four of this type,and are as follows:-

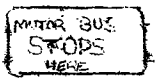


Fig.1

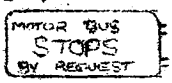


Fig.2

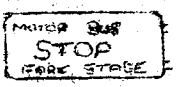
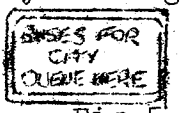


Fig.3

Fig.4

The fare stage (fig.4) is slightly smaller than the others,and was not as common.It was replaced by a similar stop,only smaller again,about ten by eight inches.This was the type of stop which many operators used,especially Lincolnshire,who only used this type.

Around 1959,if my memory is correct,the above stops were implemented by wood and glass varieties.These were mainly at city centre,or terminus stops where special wording was necessary.Because the main material was wood any wording could be painted straight onto the stop(fig.5)



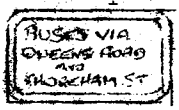


Fig.5

Fig.6

The next type of stop I remeber was again a fare stage and was made of what appeared to be thin rolled steel; I think it was only experimental because I only saw a very few which have now all been replaced.One side of the stop was white with black wording,the other was red with white wording (fig.6)

Not long after these new fare stages,came the first of what came to be the new standard bus stop.The first I saw were on Rustlings Road and were yellow with black wording,and all three types of stop were similar

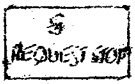


Fig.7

white on blue background

As well as these three I also saw a bus stop with request written underneath on a separate plate(fig.8) and one which was identical but was written all on one plate(fig.9).I have never seen another one like this,and as it wasxthe first to be erected it may have been experimental,and could well be unique.

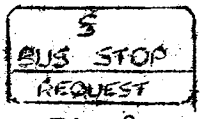


Fig.8

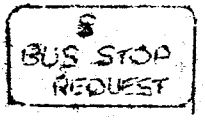


Fig. 9

A few weeks after they began to appear more rapidly, and also had route numbers on the bus stops e.g.

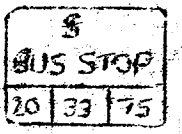


Fig.10

All these stops were made out of alluminium sheet, which is screwed to a steel backing plate(two sided). This is then fastened to the pole by two metal strips which run round the pole and onto a sort of adaptor which then hooks onto the bus stop. Sheffield has now standardised on these bus stops and below is a selection of these type of stops:

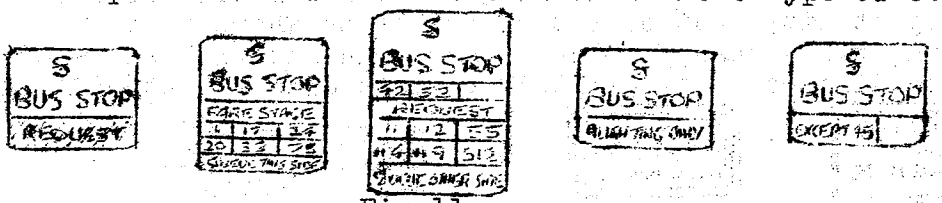


Fig.11

There are special plates for special circumstances e.g. Fig.12. This stop is situated at the corner of Beulah Road near Bassetts. The workers come down Beulah Road and then stand with their bcaks to the oncoming traffic. This has caused accidents and thus this special stop was erected. The poles carrying the stops have also been modernised, originally they were put on the nearest lamppost, then they had their own small diameter metal poles and now new concrete poles are used.

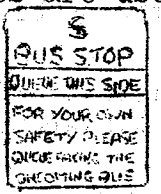
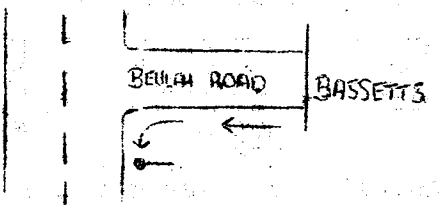
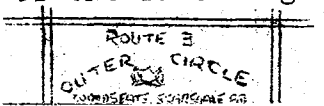


Fig.12



One interesting point is that on the Outer Circle route all the bus shelters have the name of the fare stage and the Sheffield coat of arms on one of the glass panels of the shelter :-



THE "MUD AND DIRT"
or Sixty Years a Company by Peter J.Blake

In 1908 a company, formed by Mr.W.F.French, called the Maidstone, Chatham, Gravesend and District Omnibus Service, purchased four second-hand, chain-driven Hallford double-deck buses from Messers. J. and E. Hall Ltd. of Dartford. These buses were operated over two routes, one from Maidstone to Chatham, and the other from Chatham to Gravesend. The first route started in Maidstone, High St. and passengers had to book seats at a local tobacconists shop. The minimum price was threepence, the fare from Maidstone to Chatham was eightpence single, with an extra twopence to sit beside the driver, this was done to prevent girls distracting the driver, but human nature as it is, this failed. The route was served by six journeys per day. When purchased the buses had been travelling between Maidstone and Chatham taking three-quarters of an hour each way. The buses were garaged in St. Peter Street, Maidstone, in a building no better than an open shed with another small wheeled shed acting as the company's head office. At might a startling change occurred when the buses were converted to lorries in order to transport fruit and hops to market in London, but by dawn the next day the buses reappeared ready for a "day's" work. The Company was one of the earliest to engage in this form of Commercial transport and to run buses/lorries for 24 hours a day.

From 1908 to 1911 the company expanded so much that in 1911 a private liability company with a capital of £4,000 was formed and called the Maidstone and District Motor Service Ltd., (The "Mud and Dirt" to the initiated).

By 1913, after years of steady progress, seven stage carriage services were operated, and by 1914 this had increased to eleven. In 1914 the company had to expand, and as there was no more room at St. Peter's Street larger premises were built in Upper Stone Street, Maidstone. The company was now getting into its stride, but the war intervened. For four years nothing much happed except the taking over of the business of Mr. E. Nare of Sutton Valence, and the losing of their newest buses to the War Office.

After the war the company continued to expand, but owing to petrol shortage, buses were fitted with gas bags on the roof and the company had to install wayside filling stations on the longer routes. A bus travelling

from Chatham to Maidstone had to be refilled four times. Mind you the bags were sometimes blown off by the wind on an open stretch of road and you could have seen a driver and conductor dashing across fields chasing the gas bag.

The first post-war Derby saw every available bus pressed into service taking people to Epsom, and the "M and D" proudly claim they had more buses on the course than anyone else.

In 1920 the offices at Upper Stone Street had to be extended, and it was found uneconomic to house all buses at Maidstone, so in 1921 a large depot was opened in Gillingham. 1922 saw the private company change to a public company and the opening of depots at Faversham, Gravesend and Hastings followed by one at Hawkhurst in 1923. In the same year the first express services were inaugurated, after success in taking parties to the Wembley Exhibition, where the company rented ground. The first service was from Maidstone followed by one from Gillingham the terminal point was then in Eccleston Square and the "M and D" was then the only company operating all the year round.

Because of congestion in Maidstone, High Street the "M and D" secured a site and built the first bus station in the country in Palace Avenue, Maidstone. It was also found that the repair bay at Upper Stone Street had become inadequate, so Postley Works came into being, it was fitted with all the latest eqipment and was regarded as the best and most up to date works possessed by any bus company. Near the entrance stands a small wheeled hut used as a time-keepers hut, an interesting relic of the Company's first days, being the original Head Office.

1924 saw the extension of the Upper Stone Street garage. 1927 saw three more depots, those at Bexhill, Ashford and Dartford, while 1928 saw Tenterden, Northfleet, Borough Green and Battle and yet again 1929 saw Sharnessand and Sittingbourne being opened.

In 1930 the Southern Railway acquired a financial interest in the Company. The four years from 1929 to 1933 were devoted to the coordination pf transport services, and so no less than sixteen small firms were absorbed from places such as Maidstone, Gravesend, Sheppay, Sittingbourne, Chatham and surrounding villages.

To be continued next month.

Trolleybus News

The trolleybus news for this month is the closure of the Bournemouth system.The last day of normal service operation was Saturday,19th April.The next to the last service trolleybus was 271 which worked the 22.50 service 23 from Tuckton Bridge and then the 23.25 journey from the Square to Iford and finally running to Depot.The last service trolley was 286 which worked the 23.00 journey to Christchurch and thence to Depot.286 arrived at the Depot where a crowd of enthusiasts were waiting just befor mid-night,and so brought an end to normal service operation of trolleybuses in Bournemouth.

On the following day the Corporation were running a special trolleybus service from the Pier to Christchurch and return.As the day wore on trolleybuses began to queue up at the Pier to form the last trolleybus procession. The total procession was made up of 17 trolleybuses, including the preserved vehicles 202,212 and 246 which had all been running on tours earlier.All the vehicles in the procession had arrived by about 14.15 and the first vehicles were dispatched at about 14.20.Gradually the trolleys arrived at the depot and as they unloaded their passengers the crowd outside the depot became bigger and bigger. After the first 13 vehicles had arrived there was a wait of about 20 minutes for the last 4 trolleybuses which were conveying the General Manager,The Lord Mayor and the Councilors.Finally they arrived to the accompanyment of suitable music played by an Air Force Cadets band,which had been waiting at the depot for some time,301 pulled into the depot for the very last time.To mark the closure 301 did a lap of honour round the depot with the Lord Mayor at the wheel.An official handing over ceremony of the new vehicles then took place and the councilors were then conveyed on one of these vehicles to Christchurch and back to the depot.For enthusiasts a special service was run from the depot to the Square using the new vehicles.And so ends another trolleybus system in this country.

The above news was provided by H.Woolford and P.Beardsley

N2 TROLLEYBUSES OF THE SOUTH By H.Woolford

Part 4 PORTSMOUTH

Portsmouth is a fairly large town situated by the East End of the Isle of Wight,but on the mainland.It is is situated on a peninsular,and became a naval town.It joined in the tramway mania and had two companies - The Corporation Tramways and the Portsmouth and Horndean Light Railway Co..This ran as anroadside tramway to Horndean, while the Corporation operated Street Tramways.

In the 1930's the tramways were in need of replacement, and thus on the 4th of August,1934,trolleybuses took over. Not much information survives about the fleet.The first vehicles were a batch of AEC 661Ts with English Electric H5OR bodies.After those some experimenting resulted.Here no information has come my way except for that of 215, a 3 axle AEC 663T with double-deck,rear entrance bodywork built by Metro-Cammell in 1934.The registration was RV4663.

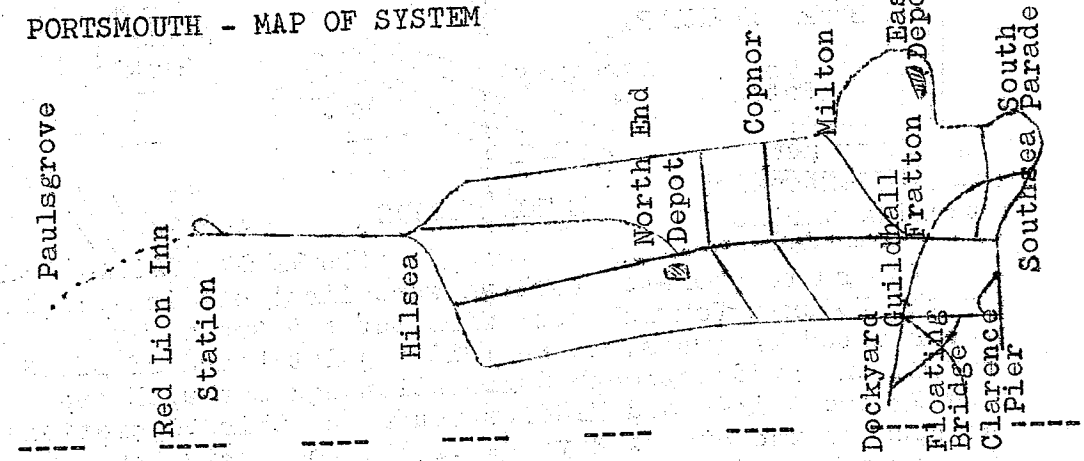
The fleet lettering was done in Victorian style,similar to that used at Bournemouth.After experiments a large batch of 80 Craven bodied AEC 661Ts were taken into stock.These had a slightly protruding cab but looked rather modern. Finally in 1951 a batch of about 25 BUT 9611Ts with 52 seat Burlingham bodies arrived.

In 1962 abandonment was decided upon but relpacement buses were so long in arriving that the last trolleybuses did not run until the 27th. of July,1963.

Details of the vehicles are:-

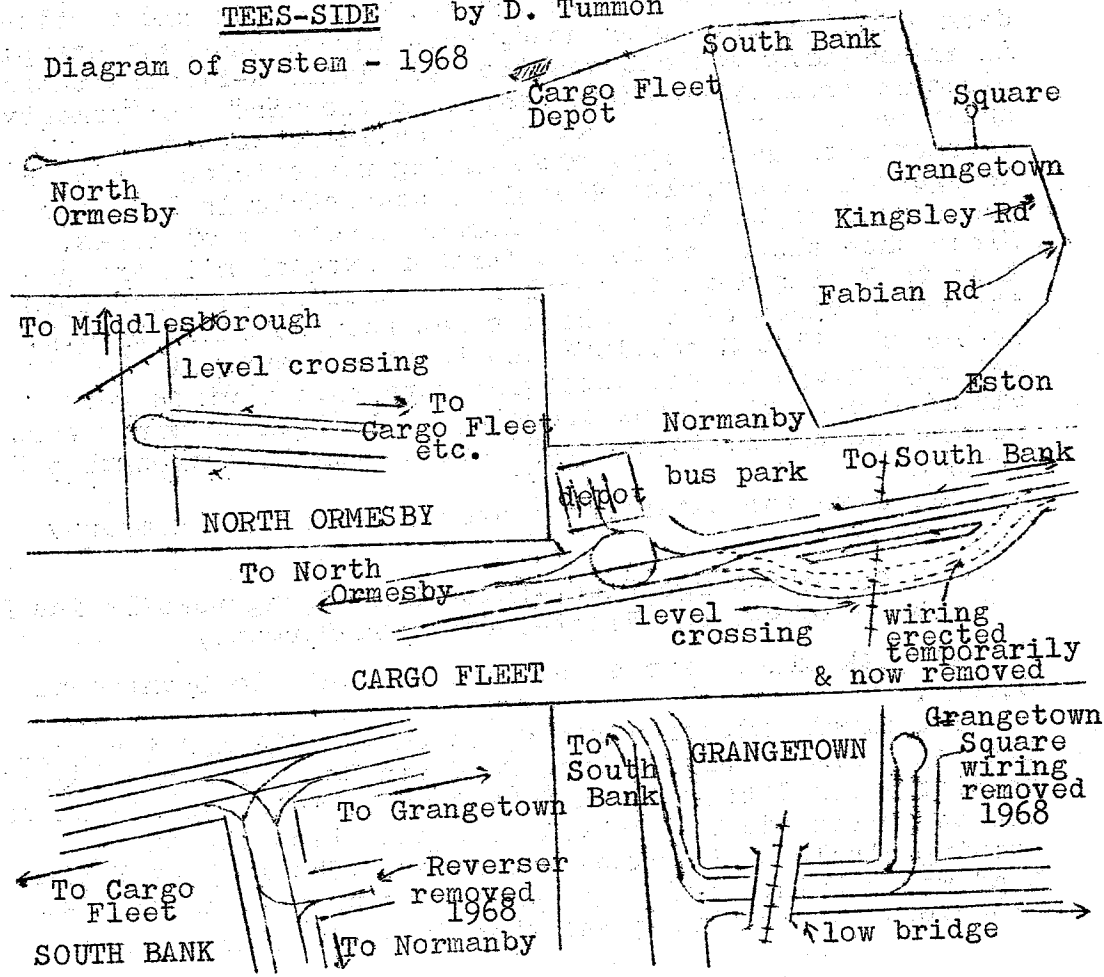
201-221?	AEC 661T	English Electric	H5OR	1934
215	AEC 663T	Metro-Cammel	H R	1934
221?-300	AEC 661T	Cravens	H52R	
301-325	BUT 9611T	Burlingham	H52R	1951

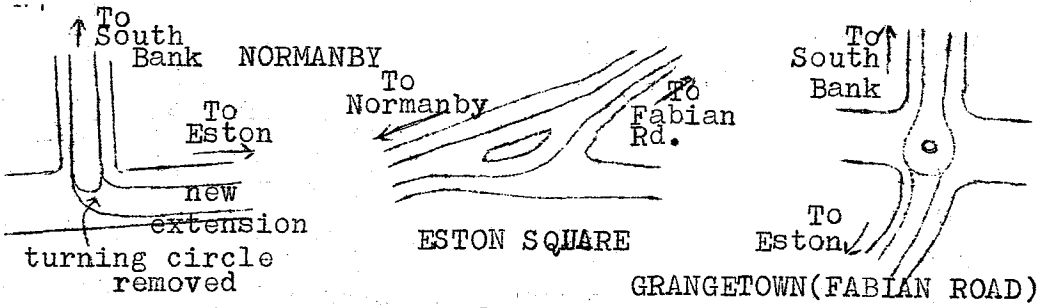
Portsmouth believed in economy on wiring.Many tram tracks were covered over and many of the tram poles were converted to gantries and the wires were hung from these. A very dense network was built up.Appropriately the trolleys terminated at the dockyard and they enjoyed a brief marine landscape,as was the case at the South Parade Pier.A service of O.M.O. vehicles took over on abandonment. The standard livery was crimson with white window surrounds.



TEES-SIDE by D. Tummon

Diagram of system - 1968





Powers to operate trolleys were first obtained in 1912 by the Bolckow Vaughn steel firm,but the Great War interrupted progress,and in 1919,a joint board of ESTON U.D.C. and Middlesbrough Corporation was set up,Eston owning two thirds and Middlesbrough one third.Operation started on the 8th of November,1919,from North Ormesby to Normanby and Grangetown Square.Both single and double-deck vehicles have been used,including second-hand examples. An interesting vehicle was the 1924 Tilling-Stevens petrol electric trolleybus which ran under the wires to Normanby and thence as a normal bus to Eston.There were few developments until 1951,when wiring was extended through Grangetown to Kingsley Road in a new estate.In 1955 the power used to be taken from Dorman Long's steel works. Since then there has been a further extension in Grangetown to Fabian Road on another new estate,and since 1960 the whole fleet of 15 vehicles has been rebodied by C.H. Roe.On the 21st March,1966,due to thebclosure of the railway bridge by the depot for repairs,the wires were diverted over the level crossing.In 1967,these wires were removedand the route was rediverted over the strengthened bridge.

Prior to the extension routes operated (NO numbers) were:-

North Ormesby-Cargo Fleet-South Bank-Grangetown(Fabian Rd.)
North Ormesby-Cargo Fleet-South Bank-Normanby

At peak times extras ran from Normanby to Grangetown Square.

The final extension was approved in 1966 and involved linking Normanby with Fabian Road via Eston and was opened on 31st March,1968,when an SOES tour vehicle was second to use the wires via Normanby.At the same time the tight turning circle at Normanby was removed.The loop at Fabian Road was retained,but there are no turning facilities at Eston.Grangetown wiring was then disused and has since

been removed.

Since then,Tees-Side Railles Traction Board has become part of the Tees-Side Transport Authority.The livery is now turquoise and cream instead of dark-green and cream.The routes now operated are:-

North Ormesby-Cargo Fleet-South Bank-Grangetown-Eston-South Bank-North Ormesby
North Ormesby-Cargo Fleet-South Bank-Normanby-Eston-South Bank-North Ormesby.

The reverser at South Bank has now been removed.
The fleet prior to the acquisition of the Reading vehicles was as follows:-

1 - 7	GAJ11-17	Sunbeam F4 1950	Roe H35/26R	1962-5
10-13	CPY308-11	Sunbeam W 1944	Roe H35/26R	1960-2
15-18	CPY286-9	Sunbeam W 1944	Roe H37/28R	1960-1

(Only lland 18 are fitted with 65 seat bodies)

EARLY BRITISH RAILLESS SYSTEMS

By H. Brearley York 1920-9,1931-5

After the ill-fated Rhondda system the next to start operation was the Mexborough & Swinton system,which was part of the B.E.T.Mexborough started in 1915 and lived until 1961. I do not at this point propose to write this up as I would prefer to dispose of the small systems,some of which were only experimental and often costly and often quickly disappeared.I shall now deal with York City.

York made two attempts with trolleybuses.These were successful to a certain degree,but York passed through a long and difficult timedue to politics and the local press. This city of narrow streets has had horse trams,steam trams, electric trams,electric battery buses and electric railless trolley buses,and it was not until 1910 that the council gained control of the transport system.

York gained railless powers in 1914 and after the war. In 1919 it was considered to use the powers obtained in the Heworth district.The cost of the required overhead was £3668 and the cost of 4 buses was £8000.A system was started with 4 buses on December 22nd,1920.The route ran from the Market Square to Heworth,a distance of 1½ miles.On August 30th a special demonstration was arranged by the BET Co.A special tram was run (by Alderman C.W.Shirley,Chairman of

the Transport Committee) to the Market Square,and then to heworth by trolleybus.A position which had to be watched was the narrow streets of York,and thus 4 trolleybuses with a special narrow width of 6ft 3" were ordered.They had front entrance single-deck bodywork seating 24 and suitable for O.M.O..The buses which were in a livery of a decided tram flavour had two 23hp motors arranged for series or parallel working,and the patent Railless cam,trolley and bases and would allow a 17' deviation from the wires.Hand and foot brakes were fitted on the rear wheels and emergency brakes on the motor shafts.These lasted until 1929 and were numbered in the tram fleet? They were registered DN2985/6, DN2987/8.

The system was closed in 1929 and what happened to these 4 buses I do not know.They were probably scrapped. However,York came to life again in 1931 and trials were made with a Karrier six-wheel D/D trolleybus supplied by Clough-Smith.It was fitted with a B.T.H. 63hp motor at 500 volts contactor controler.The trolleys had separate bases.However,this bus which was Doncaster Corporation's 22 on loan to York was unsuitable for the narrow streets and thus the system was started with 3 new Karrier E4 vehicles fitted with Roe bodywork.They were supplied by Clough-Smith and were really smart buses.The trolley route ran until 1935,when York Corporation joined in with the West Yorkshire Road Car Co. and so forming the York West Yorks.This in my opinion was a good thing for York.The trams were scrapped and the trolleybuses were sold to Chesterfield Corporation.
Details of the three Karriers are as follows:-

30-2 VY2991-3 Karrier KE4 55001-3 Roe bodywork.

And again that was the end of another trolleybus sytem and Municipal Transport undertaking.

Halifax

Halifax,a town in the West Riding,is very hilly and so should have been very much trolleybus territory.However, this did not happen and I think that a brief review of Halifax transport would not be amiss.In 1884 a private company made an application to run trams in Halifax,but this was turned down.

In 1895 the Bradford and Shelf Tram Co. was invited to

run trams from Shelf to Halifax.However,it never happened. Also in 1895 Simpson and Marks of Edinburg applied to construct a cable tramway,but this idea fell through owing to long negotiations.Meanwhile,a company,"Easton Anderson & Golden Ltd.",were proposing to run electric trams in Halifax.In 1897 the Corporation promoted its own bill to run trams and in that year contracts were let out for 10 trams and plant.In March,1898,Mr.F.Spencer was appointed tramway manager.F.Spencer was C.J.Spencer's father and C.J.Spencer became Bradford's first General Manager.Halifax started to run trams in public service in June,1898.By 1901 100 trams had been ordered.

In 1903 Halifax could have pioneered railless trolley cars but the Transport Committee decided to investigate the Max Schiemanns system and gave instructions for one railless car to be constructed.This did not materialize and I would point out that I can find nothing about this in the council minutes,but this does not make it untrue.

In 1905 the Council started thinking about motor-buses but the Board of Trade would not sanction these.In 1912 it was suggested that Bradford should run a service through from Shelf using the extension-axle,as was used on the Leeds-Bradford tramway.I think the point of deminishing from 4' to 3'6" was a deterant so that it never happened. Again,in 1913,motor buses came into the picture and three buses went into service.Once again Railless came up and in 1918 two Railless buses were purchased from Dundee for £650 each.The idea was to make them into trolley wagons.One of them could have been made into a mobile kitchen as was a single deck tram.this was really a 1914-8 wartime stunt. There is little about Railless in the Corporation minute, but there is one minute for July,1918,to spend £252 on converting a Railless car to a kitchen.However it was decided to start a railless service in 1921.The fleet consisted of three buses,probably the two Dundee vehicles and one new Tillings-Steven and as the only picture I have seen is a Tillings-Steven I can give no further information. The service was started on July 20th,1921.It ran to Wainstalls,but why I don't know,as this at the time was very quiet and not a built up area as it is today.The service ran until October,1926,when it was abandoned for motor buses and so ended what was only experimental in a town very much suited to trolleybuses.

Now vehicles travelling inwards along Harvey Road showed service number 11 whilst the outward journey showed 41.

Also on 26/7/64 the Burton Road and Kingscroft route commenced operation on its own as service 43.On 1/1/66 this route was withdrawn and thenreplacement motor buses were re-routed to the Boulton Lane Estste (Services 42/3)

On 11/2/67 trolleybuses were withdrawn from the Allestree Lane section,trolleybuses thus terminating at the Market Place.Now trolleybuses on London Road showed 41 irrespective of direction.

The final conversion of this route came at the end of service on 9/9/67.

Osmaston Road

Tram services 6 & 8 were replaced by trolleybuses on 13/11/32,but trams still operated works journeys along Osmaston Road until 29/6/34.

The trolleybus service restored the link to Nottingham Road which had been cut since 14/11/30.The introduction of trolleybuses made possible a service to Allenton.By 1935 six routes were running along Osmaston Road:-

62 Nightingale Road-Nottingham Road Creamery
63 Market Place - Nightingale Road
64 Market Place - Harvey Road
65 Market Place - Allenton
66 Allenton - Nottingham Road Creamery
67 Allenton - Nottingham Road Cemetery

Also three special works services ran as under:-

26 Ashbourne Road - Osmaston Road
36 Normanton Road - Osmaston Road
56nBurton Road - Osmaston Road

On the opening of the Chaddesden Park Road extension on 29/11/36 through busesvran from Allenton using service number 60.

On 6/11/38 the Osmaston Road route was extended to Shelton Lock.Through journeys ran from Shelton Lock to Chaddesden Park Road using service numberb60,alternating with journeys using 66.Short workings from the Market Place to Shelton Lock showed 61.

After war problems had been solved a new service, 56, was introduced. This ran from Uttoxeter Road to Osmaston Road. At this time the service 56 already operating was discontinued.

On 4/6/50 the Chaddesden Park Road service was converted to motor bus operation. All journeys were extended to Shelton Lock and only two route numbers were used:-

60 Market Place - Shelton Lock
66 Shelton Lock - Nottingham Road Creamery

After 10/11/62 the link with Nottingham Road was converted to motor bus operation and service 60 was operated separately. This service finally gave way to motor bus operation on 9/9/67.

Burton Road

On 9/1/32 tram services 5 & 12 were replaced by a service of motor buses as a temporary movement. Operations were taken up by trolleybuses on 13/8/33. The trolleybus service ran to Chain Lane and was thus an extension on the tram service. The service also ran through to Uttoxeter Road which was also opened on 13/8/33. The route numberings were as follows:-

55 Burton Road - Uttoxeter Road
56 Warwick Avenue - Osmaston Road
57 Chain Lane - Victoria Street or Market Place

Route 56 was discontinued in the mid 1940's. Through running to Uttoxeter Road was discontinued in the late 1950's, leaving only services 57 and 58.

In 1962 extensive road works caused motor buses to be used. The trolleybuses operated what should have been motor bus services on Sinfin Lane, thus releasing some motor buses for use on this route.

On 26/7/64 a through working to Duffield Road was introduced. Route number 57 was used. However, the trolleybuses on this route only operated for a short period, the service being converted to motor bus operation on 4/10/64.

Uttoxeter Road

Tram services 3 & 12 were temporarily replaced by a motor bus service on 9/1/32. When trolleybuses were introduced on 13/8/33 the route was extended from Manor Road to Corden Avenue. Also a service ran through to Burton Road. The four routes in use at the time were:-

52 Manor Road - Victoria Street
53 City Hospital - Victoria Street
54 Corden Avenue - Victoria Street
55 Burton Road - Uttoxeter Road

About the mid 1940's route 56 was introduced.This was the service running from Uttoxeter Road to Osmaston Road.A few years later service 52 was renumbered 59.

In the late 1950's the connection with Burton Road was withdrawn and a link was made with Normanton Road,Cavendish and the L.M.R. Station.Also route numbers were revised:-

53 City Hospital - Victoria Street
54 Normanton Road - Corden Avenue (returned as 33)
55 Victoria Street - Corden Avenue
56 Uttoxeter Road - Osmaston Road
59 Manor Road - Victoria Street

On 26/7/64 the Normanton Road link was extended from the railway station to Victoria Street via Siddals Road. This route was numbered 32.

The last scheduled services were for 26/11/66,but several workmens journeys ran until 11/2/67.

Please continue to send in all your news for next month's magazine,

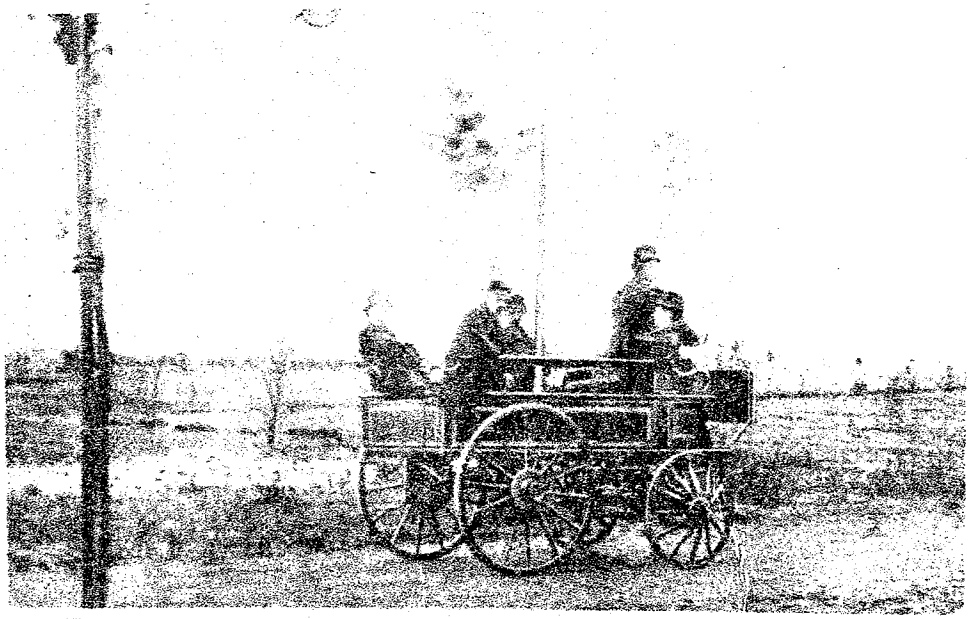
Best Wishes,

D.E.Vickers
Secretary

R.Banks
Editor

M.Q.Craig
Treasurer

Just the body remains of this 1946 AEC/NCW, probably 262 - now in use as a changing room at Woodsetts.
(B.Hutchinson



The very first trolleybus. Sieman's experiments in 1882.
(H.Brearley